



Lifting Deck Section #30 in permanent position on the main span



Main span with Deck Sections #15 thru #31 in permanent position



Deck Sections #44, #43, and #41 waiting to be trapezoided into position on the east side span



Deck Section #6 trapezoiding into permanent position on the west side span



TNC crews paving 1" hot mix asphalt base course on SR 16 eastbound mainline at Jackson Ave.



TNC crews paving 1/2" hot mix asphalt wearing course on SR 16 eastbound mainline at Jackson Ave.



TNC crews placing permanent median barrier on SR 16 Gig Harbor mainline



OHNO Construction landscaping median between Gig Harbor eastbound mainline and the Toll Plaza

Toll Operations

October

- Conducted the first workshop for toll rate setting by the Citizen Advisory Committee
- Provided Good To Go! information at the Tacoma/Pierce County Business Expo and various farmers markets
- Presented on Good To Go! to the Tacoma Rotary Club, Key Peninsula Business Association, Gig Harbor Welcome Club, and Gig Harbor Cruisers Club
- Continued toll system modifications to improve overall performance

November

- Review Installation as-builts and Operations Guide
- Conduct Second Citizen Advisory Committee meeting
- Continue toll system modifications to improve overall performance
- Continue Good To Go! outreach at various community groups

Media Relations & Public Outreach

- Tours to: Boeing engineers, HQ budget office, state traffic engineers, US/Japanese bridge workshop participants
- Project presentation to Tacoma Rotary
- Supported Back to School Night, an annual event designed to inform South Sound teachers (K-12) about educational program opportunities

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For more information about the bridge project, visit the TNB web site:

www.tacomanarrowsbridge.com



Tacoma Narrows Bridge Project

Monthly Progress Report

October 2006

TEAL Delivers Deck Sections and Departs

On October 25, design-builder Tacoma Narrows Constructors (TNC) lifted the last of 15 deck sections off the *TEAL*, the ship that delivered the second of three shiploads of deck sections to the new Tacoma Narrows Bridge. After the *TEAL* delivered its cargo, it returned to Tacoma's Commencement Bay where crews removed and stored mooring equipment for use on the sister ship *SWAN* when it returns to Tacoma.

The *SWAN* was in South Korea, where it was being loaded with the final 15 deck sections for the new bridge deck. It is scheduled to arrive in Commencement Bay around Thanksgiving. During the month between the *TEAL*'s departure and the *SWAN*'s arrival, bridge crews will begin bolting and welding together the 30 deck sections that have already been lifted into place. To date, the deck sections have only been temporarily pinned together, allowing the new bridge's main suspension cables to deflect closer to their final geometry with each deck lift. With two-thirds of the deck sections hanging in place, the cable geometry is near enough to its



View of main span from the Tacoma tower after the TEAL left for Commencement Bay

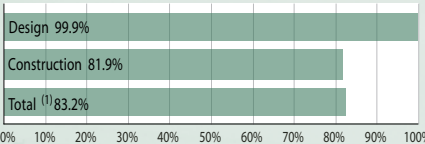
final profile to allow permanent bolting to begin.

Deck-lifting activities will continue through the end of December. In total,

46 deck sections will be used to assemble the new bridge deck. Each deck section on average weighs 450 tons, and measures 120 feet long, 78 feet wide and 30 feet deep.

Progress to Date

(% Complete)



(1) Weighted 7% Design progress and 93% Construction progress

New Bridge Statistics:

Bridge Length: 5,400 ft. (overall)

Main Span: 2,800 ft. (tower to tower)
69 pairs of suspender hangers per side

Side Span, East: 1,200 ft.
29 pairs of suspender hangers per side

Side Span, West: 1,400 ft.
34 pairs of suspender hangers per side

Suspended Roadway:

(deck panels, barriers, utilities)

- 46 deck sections
- Length varies from 80 ft. to 156 ft.
- Weight varies from 288 tons to 616 tons
- Side Span Gantry lifting rate: approximately 10 ft per minute
- Main Span Gantry lifting rate: approximately 0.8 ft per minute
- Lifting Gantries travel laterally at a rate of approx. 30 ft. per hour
- The steel deck surface will be protected with a multi-layer waterproofing system and topped with two inches of asphalt

Anchorage (each):

- 86.3 million lbs. (total)
- 20,000 cubic yds. concrete

Towers: 510 ft. tall

Caissons (tower foundations):

- East side: 233.5 ft. deep
- West side: 207.5 ft. deep

Cable Diameter (each): 20.5 inches

- Cable contains 19 strands of 464 wires
- Total steel wires per cable is 8,816

Structural Steel, Superstructure:

(Parts of the bridge above water)
35.5 million lbs.

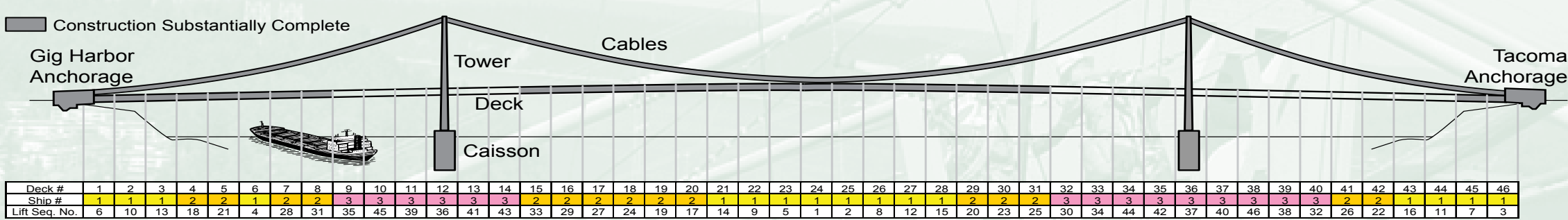
Structural Steel, Suspension System:

(Cable wire and saddles atop towers)
12 million lbs.

New Parallel Bridge Completed: Mid-2007

1950 Bridge (Retrofit) Completed: Early 2008

Bridge Progress



The truck directly under Deck Section #45 gives scale to the size of a section of deck

Bridge Progress

TNC continued lifting deck sections into place this month. Currently, thirty deck sections have been lifted, of which twenty-seven deck sections have been permanently placed along the span. Three deck sections are hanging in the east side span awaiting to be swung into their permanent position. One deck section is being stored on a barge in Commencement Bay. These last four deck sections from the *TEAL* should be in permanent position by mid-November.

TNC installed rebar and placed forms at the east anchorage for the back splay chamber wall and soon will place concrete. TNC has also begun to install rebar for lateral bearings pads at the towers. TNC is continuing to clean and finish the inside concrete surface of the tower legs.

Activities scheduled for November include:

- Continue swinging deck sections into place
- Begin bolting and welding deck sections
- Place concrete for the splay chamber back walls
- Place concrete for the lateral bearing pads at tower
- Continue concrete finish work on tower interiors
- Moor the third ship, the *SWAN*, at Commencement Bay and prepare the ship for mooring at the Narrows

Milestone Outlook

Milestone	Contract	WSDOT Forecast	Months Ahead
Complete Superstructure joining of deck sections	03 Dec 06	15 Feb 07	-2.5
Complete new bridge and open to traffic	02 Apr 07	31 Jul 07	-4.0
Complete existing bridge modifications	26 Feb 08	15 May 08	-3.0

Roadway/Roadside Progress

In October, TNC completed paving for the future eastbound mainline lanes and moved eastbound traffic from its temporary location to its new location in the vicinity of Jackson Avenue. On the Gig Harbor side, TNC began placing the median barrier west of the Toll Facility. At the existing east anchorage, TNC finished grouting the casings at Bent 7 and completed the second round of wall pours inside the anchorage. Landscaping activities continued with the delivery and installation of several thousand plants project-wide.

Activities scheduled for November include:

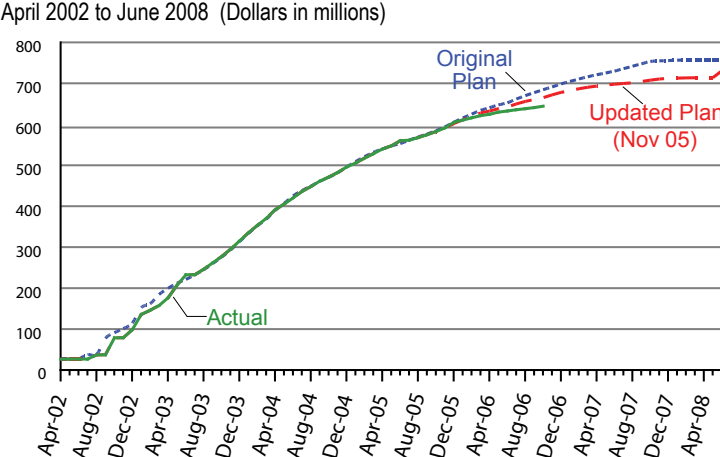
- Backfill Bent 7
- Complete the wing walls on the east anchorage, followed by fill work to the east of the new east anchorage
- Continue work on the median barrier on the Gig Harbor side
- Planting landscaping project-wide
- Gantry foundation installation on the new 24th St. ramp
- Erosion control activities

Financial Status

Project Cost Summary (in Millions)	Budgeted	Expended	Projected Final w/ contingencies
Design-Build Contract	\$615.0	\$564.3	\$630.0
Toll System Contract	9.2	8.6	10.2
WSDOT Oversight	41.0	22.7	32
Contingencies Committed	21.9	16.1	8.2*
Contingencies Remaining	32.8	—	5.8
Phase I Dev. Cost (UIW)	40.5	39.8	39.8
Total	\$760.4	\$651.5	\$726.1
Total Expended/Total Cost	85.7%		

*\$8.2 Million committed on property settlements, local agreements, traffic flow improvements, and noise mitigation

Project Cash Flow – Planned vs Actual Expenditures



Contingency Funds Commitments

Right-of-Way/Other Settlements	\$5,964,696.30
Design-Build Contract Executed Change Orders	
Community Driven Change Orders	\$9,900,738.32
Planned/Known Change Orders	\$1,845,577.98
Permit Driven Change Orders	\$391,761.33
Design/Builder Initiated Change Orders	-\$814,972.00
WSDOT Initiated Change Orders	\$1,860,786.23
Design Build Contract Sub-Total	\$13,183,891.86
Toll System Supply & Installation Contract Executed Change Orders	
Community Driven Change Orders	\$5,000.00
Planned/Known Change Orders	\$178,839.00
Permit Driven Change Orders	\$0.00
TransCore Initiated Change Orders	\$0.00
WSDOT Initiated Change Orders	\$334,240.00
Toll System Supply & Installation Contract Sub-Total	\$518,079.00
SR 16 ITS Work	\$1,195,115.07
(Ramp Meters, Cameras, and Advisory Radio)	
Noise Mitigation	\$1,022,000.00
Contingency Funds Commitment Total	\$21,862,782.91

Environmental Performance

In October, for the third straight month, there were no environmental incidents. During the month, Tacoma Narrows Constructors (TNC) finalized wet season preparations by updating the project Stormwater Pollution Prevention and Temporary Erosion and Sediment Control plans. They covered exposed slopes and repaired and maintained best management practices.

The 400,000-gallon above-ground detention basin on the Tacoma side was completed. This facility will be used if Pond B is at capacity and additional storage is necessary.

Also in October, WSDOT reached an agreement with the Washington Department of Archaeology and Historic Preservation Office and the Federal Highway Administration relating to unanticipated project impacts to the historic 1940 bridge ruins.

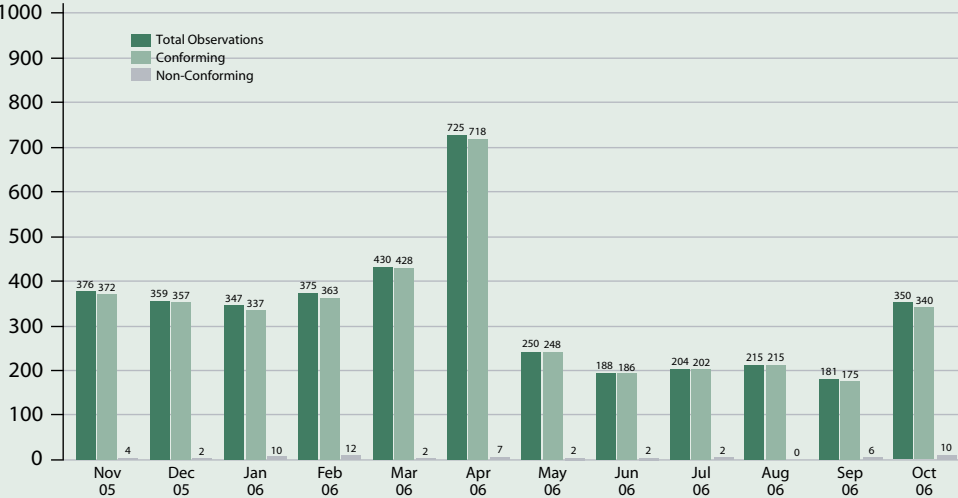
A copy of the agreement has been forwarded to the Gig Harbor Peninsula Historical Society for their records. WSDOT is in the process of finalizing the transfer of funds to the Gig Harbor Peninsula Historical Society for the creation of an interpretive display/exhibit, centered on a historical bridge remnant discovered during construction of the new bridge.



Historical bridge remnant. This piece will be used in the Gig Harbor Peninsula Historical Society's interpretive display/exhibit on the Tacoma Narrows Bridge.

Quality Performance

During October WSDOT staff completed the following audits:



WSDOT employs a Compliance Audit System to ensure that work on the project conforms to contract requirements. Compliance audits are conducted regularly in two areas: construction activities occurring in the field, and management policies and systems designed to ensure a quality product.

Compliance Audit System findings for the month of October are as follows;

- 46 individual audits of design/builders work activities
- 350 contractual requirements observed and verified for compliance
- 10 non-conformance findings
- 24 total outstanding non-conformance findings

The 24 outstanding non-conformances are within normal expectations for a project of this size. WSDOT continues to actively resolve the non-conformance issues with the design-builder. The overall audit findings continue to indicate the construction work is generally complying with contract requirements.

Safety Performance

2,605,329 hours with three lost-time accidents.

	Hours Worked	Recordable Cases	LWD Cases	Lost Workdays	Restricted Cases	Restricted Days	Fatalities
October 06							
TNC	57,827	0	0	0	0	0	0
WSDOT	3,973	0	0	0	0	0	0
Total	61,799	0	0	0	0	0	0
Project to Date							
TNC	2,340,149	31	3	287	14	800	0
WSDOT	265,180	1	0	0	0	0	0
Total	2,605,329	32	3	287	14	800	0

There was one accident from September that has been adjusted into the total numbers - a worker strained his right knee while walking on the catwalk.